

II. SUMMARY

A. PROJECT UNDER REVIEW

This EIR has been prepared to evaluate the environmental impacts of the proposed Benicia Business Park (project). The project would result in the development of a business park on approximately 527.8 acres in the City of Benicia. A detailed description of the proposed project is provided in Chapter III, Project Description. The key elements of the project are summarized in Table II-1.

Table II-1: Project Summary

Project Land Use	Size/Number of Units	Description
Limited Industrial Development	280 acres of Limited Industrial land; 4,443,440 square feet of industrial building space.	Half of square footage is identified for “tilt-up” construction and half is designated for “flex uses.”
Commercial Development	35 acres of Commercial land; 857,000 square feet of commercial building space.	No specific tenants have been identified. However, commercial development could include a hotel and conference center, multi-story office buildings, restaurants and fast food outlets, a bank, and research and development space.
Open Space	A total of 180 acres of land would be maintained as open space.	Open space would be concentrated mainly in the northern and central portions of the site, and would include a 54-acre open space area with a major existing drainage and proposed wetland mitigation areas, a 50-foot to 150-foot buffer along Lake Herman Road, and additional landscaped space. Proposed open space would contain approximately 7.28 acres of wetlands intended as onsite mitigation.
Circulation and Access	–	Vehicular access to the project site would occur via East 2nd Street, Lake Herman Road, and Industrial Way. The interior of the site would be accessed by the proposed Boulevard A, which extends along a generally east/west transect to Industrial Way. Smaller roads would extend north and south from Boulevard A and Industrial Way. Bike and pedestrian improvements are planned along East 2nd Street and Industrial Way, but no specific bike, pedestrian, or transit facilities are proposed within the business park.
Grading	–	Approximately 9,000,000 cubic yards of soil would be excavated at the project site, resulting in substantial removal of the hillsides in the southern portion of the site. Cut and fill would be balanced on site by placing fill in portions of the site that are currently low-lying, such as the locations of intermittent creek channels and swales.

Source: LSA Associates, Inc. 2006

The project site would be divided into 80 lots to allow for the development of approximately 280 acres of limited industrial uses and development of 35 acres of commercial uses. No specific site plans have been created in association with the proposed project, and no tenants have yet been identified for the proposed commercial and industrial space. However, for the purposes of this environmental analysis, reasonable assumptions have been made about the maximum development on

the site that could occur as part of the project. These assumptions are based on anticipated lot layout, proposed land uses, development intensities permitted in the Benicia General Plan and Zoning Ordinance, and market research. Based on these assumptions, the project would result in the construction of 857,000 square feet of commercial building space and 4,443,440 square feet of industrial building space (for a total of 5,300,440 square feet of building space). It is also expected that the project would result in the direct creation of approximately 7,680 jobs.

The project would result in approximately 9,000,000 cubic yards of grading on the site. Cut and fill would be balanced on the site by placing fill in portions of the site that are currently low-lying, such as the locations of intermittent streams and swales. The project also includes approximately 180 acres of open space, concentrated mostly in the northern and central portions of the site. A 54-acre reach surrounding a major drainage on the site would be included as part of the proposed open space. Approximately 7.28 acres of mitigation wetlands are proposed as part of the project.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter IV, Setting, Impacts and Mitigation Measures. CEQA requires a summary to include discussion of: 1) potential areas of controversy; 2) significant impacts; 3) recommended mitigation measures; and 4) alternatives to the proposed project.

1. Potential Areas of Controversy

The potential areas of controversy surrounding the proposed project identified as part of the EIR scoping and Notice of Preparation (NOP) processes are evaluated in Chapter IV of this EIR and are listed below. The City received a total of eight comment letters in addition to the verbal comments from six individuals and the City of Benicia Planning Commission at a public meeting on July 14, 2005 (see Appendix A).

- land use compatibility;
- changes to viewsheds and the visual character of the site and surrounding roads;
- traffic on local and regional roads;
- lack of transit, bicycle, and pedestrian access;
- impacts of grading;
- effects on protected plant and animal species;
- removal of wetlands, creeks, and swales;
- storm water runoff and treatment;
- impacts to businesses in Downtown Benicia; and
- water and energy use.

2. Significant and Less-than-Significant Impacts

Under CEQA, a significant effect on the environment is defined as: a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.¹

As discussed in Chapter IV of this EIR, implementation of the proposed project has the potential to result in adverse environmental impacts in several areas. Impacts associated with the following environmental topics would be significant without the implementation of mitigation measures, but would be reduced to a less-than-significant level if the mitigation measures recommended in this EIR are implemented:

- Geology, Soils and Seismicity
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Biological Resources
- Transportation and Circulation
- Noise
- Cultural and Paleontological Resources
- Public Services
- Utilities and Infrastructure
- Urban Decay

Impacts associated with the following environmental topics would be considered less than significant and would not require any mitigation measures based on the identified criteria of significance:

- Population, Housing and Employment

3. Significant Unavoidable Impacts

As discussed in Chapters IV and VI of this EIR, impacts associated with the following environmental topics would be significant and unavoidable:

- Land Use and Planning Policy
- Air Quality
- Visual Resources

¹ CEQA Sections 21060.5 and 21068.

4. Alternatives to the Project

The following alternatives to the Project are considered in this EIR:

- The **No Project alternative** assumes that the project would not be developed within the short term; however, it would remain under its existing General Plan designations (General Commercial and Limited Industrial), which would allow for future development.
- The **Waterway Preservation alternative** would preserve a 200-foot buffer on each side of the creeks and drainages within the project site, and includes approximately 34 acres of commercial uses; 170 acres of industrial uses; 10 acres of public facilities; and 313 acres of open space.
- The **Hillside/Upland Preservation alternative** would reduce grading on the site by up to 70 percent by preserving the prominent hilltops adjacent to Lake Herman Road. In addition, 100-foot buffer zones would be set aside along all drainages within the site. Development as part of this alternative would include 33 acres of commercial uses; 167 acres of industrial uses; 10 acres of public facilities; and 317 acres of open space.
- The **Mixed-Use alternative** would result in the development of housing on the site, in addition to commercial and industrial uses. Housing would be located within walking distance of the commercial and industrial uses in the site. This alternative, which would require General Plan and Zoning Ordinance amendments, includes: approximately 63 acres of high density residential uses; 16 acres of medium density residential uses; 27 acres of commercial uses; 171 acres of industrial uses; 10 acres of public facilities; and 240 acres of open space.

The **Hillside/Upland Preservation alternative** is identified as the environmentally superior alternative (after the No Project alternative). Each alternative is described and analyzed in Chapter V of this EIR.

C. SUMMARY TABLE

Table II-2 identifies impacts and mitigation measures associated with the proposed project. The information in the tables is organized to correspond with environmental issues discussed in Chapter IV. The table is arranged in four columns: 1) environmental impacts; 2) level of significance prior to mitigation measures; 3) mitigation measures; and 4) level of significance after mitigation. For a complete description of potential impacts and recommended mitigation measures, refer to Chapter IV

Table II-2: Summary of Impacts and Mitigation Measures

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
A. LAND USE AND PLANNING POLICY			
<u>LU-1</u> : The proposed project would substantially conflict with policies in the General Plan adopted for the purposes of environmental protection.	S	No practical mitigation measure is available to reduce this significant impact.	SU
B. POPULATION, EMPLOYMENT AND HOUSING			
<i>There are no significant Population, Employment and Housing impacts.</i>			
C. GEOLOGY, SOILS AND SEISMICITY			
<u>GEO-1</u> : Seismically-induced ground shaking at the project could result in damage to life and/or property.	S	<p><u>GEO-1</u>: Prior to the issuance of any site-specific grading or building permit a final design-level geotechnical investigation report shall be prepared and submitted to the City of Benicia Planning and Building Department for review and confirmation that the proposed project fully complies with the California Building Code (Seismic Zone 4). The report shall determine the project site's geotechnical conditions and address potential seismic hazards such as seismic shaking. The report shall recommend foundation techniques appropriate to minimize seismic damage. In addition, the geotechnical investigation shall conform to the California Division of Mines and Geology (CDMG) recommendations presented in the Guidelines for Evaluating Seismic Hazards in California, CDMG Special Publication 117.</p> <p>All subsequent parcel-specific development and building plans shall comply with the California Building Code (Seismic Zone 4) requirements, or requirements superceding California Building Code requirements. In addition, future development plans shall comply with the requirements of the final design-level geotechnical investigation report unless superseded by a parcel-specific design-level geotechnical investigation report.</p> <p>All mitigation measures, design criteria, and specifications set forth in the geotechnical reports shall be followed.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>GEO-2</u>: Damage to structures or property related shrink-swell potential of project soils could occur at the project site.</p>	<p>S</p>	<p><u>GEO-2a</u> Prior to the issuance of a site-specific grading permit, a final design-level geotechnical investigation, to be prepared by licensed professionals and approved by the City of Benicia Planning and Building Department, shall include measures to ensure potential damages related to expansive soils are minimized. Mitigation options may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill, to design and construction of improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements.</p> <p><u>GEO-2b</u> Prior to the issuance of any site-specific grading or building permit, designs of all common landscaped areas shall be reviewed and approved by the City of Benicia Planning and Building <u>Community Development</u>. The designs of all common landscaped areas shall incorporate low water-need plantings to minimize the potential for damage associated to pavements, utilities, and structures from expansive soils. The use of similar landscaping shall be encouraged at individual parcels by providing information to new tenants regarding the relationship between irrigation and subsequent property damage. A document which describes the potential for damage from expansive soils from over-irrigation and includes solutions such as drought-tolerant plant material and drip irrigation systems shall be prepared by the applicant and provided to all occupants of the proposed commercial and industrial facilities.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>GEO-3:</u> Potential long-term deformation related to construction of deep fills and cut slopes could occur as a result of proposed development.</p>	<p>S</p>	<p><u>GEO-3a:</u> Prior to the issuance of any site-specific grading or building permit, a final design-level geotechnical investigation, to be prepared by licensed professionals, and approved by the City of Benicia Planning and Building <u>Public Works</u> Department, shall include measures to ensure potential damages related to long-term deformation and deep cuts and fills are minimized <u>or eliminated by adoption of best industry practices as related to these conditions. In addition, the geotechnical investigation shall make a determination as to the effect such work may have on the stability of materials underlying the proposed 1,000,000- gallon water tanks and the offsite water tank and other facilities of the City of Benicia Water Treatment Plant.</u> The applicant shall incorporate all recommendations of the final geotechnical investigation report regarding mitigation of potential effects associated with cut and fill into the project design.</p> <p><u>GEO-3b:</u> Prior to the issuance of any site-specific grading or building permit, the applicant shall establish a self-perpetuating slope maintenance program (to be managed by a project site business owners association or similar entity), to be reviewed and approved by the City of Benicia Planning and Building <u>Public Works</u> Department. The self-perpetuating slope maintenance program shall include annual inspections of slopes, debris benches, and v-ditches. Any accumulation of slope detritus on the benches or in the v-ditches shall be promptly removed. The association would also be responsible for repair of any slope failures that may occur on the cut slopes along the northern portion of the project site. An annual report documenting the inspection and any remedial action conducted shall be submitted to the Planning and Building Divisions of the Community Development Department and the Engineering Division of the Public Works Department for review and approval. <u>Approval by the City of Benicia City Engineer is required with respect to the Grading and Erosion control requirements of the City of Benicia Municipal Code Section 15.28.040 – Hazards (or its successor).</u></p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>GEO-4</u>: Damage to structures or property could occur at the project site due to existing or induced slope instability resulting in landsliding.</p>	<p>S</p>	<p><u>GEO-4a</u>: Prior to the issuance of any site-specific grading or building permit, final design-level geotechnical investigation report shall be prepared and submitted to the City of Benicia Planning and Building Department for review and confirmation that the proposed project fully complies with the California Building Code (Seismic Zone 4). The applicant shall incorporate all recommendations of the final geotechnical investigation report regarding mitigation of slope instability into the project design.</p> <p><u>GEO-4b</u>: All grading plans, cut and fill slopes, compaction procedures, and retaining structures shall be designed by a licensed professional engineer and inspected during construction by a licensed professional engineer (or representative) or Certified Engineering Geologist (or representative). All designs shall be submitted to, and approved by, the City of Benicia prior to implementation.</p> <p><u>GEO-4c</u>: The 40-scale grading plans, when prepared, shall be reviewed by a registered professional engineer, to ensure that the detailed plans conform to the intent of the preliminary geotechnical report.</p>	<p>LTS</p>
<p><u>GEO-5</u>: Accidental or earthquake-induced overflows from the Water Treatment Plant and proposed water tank reservoirs could result in flooding hazards on the project site.</p>	<p>S</p>	<p><u>GEO-5</u>: The project shall be designed so to ensure that the proposed development <u>will accommodate the potential</u> would not be subject to flooding associated with accidental or earthquake-induced release of water from rupture at the Water Treatment Plant or water tank reservoirs. Prior to issuance of a building or grading permit, the project sponsor shall retain a hydrologist to review final project grading and drainage plans to ensure that flooding would not endanger human health or property on the project site. The hydrologist's findings shall be reviewed and approved by the City of Benicia Public Works Department.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
D. HYDROLOGY AND WATER QUALITY			
<p><u>HYDRO-1</u>: Increased runoff volume resulting from creation of new impervious surfaces could cause downstream flooding.</p>	<p>S</p>	<p><u>HYDRO-1</u>: As a condition of approval of the final grading and drainage plans for the project, a final detailed design-level hydraulic analysis shall be submitted to the City of Benicia detailing that implementation of the proposed drainage plans will conform to the following standards or include the following components:</p> <ol style="list-style-type: none"> 1) The project sponsor shall pay the cost of the City to hire a professional engineer with expertise in flood control and stormwater quality/management techniques to review the significant grading and drainage plans, the SWPPP, and proposed post construction BMPs and implementation, and to perform inspections. 2) The project shall result in no increase peak in runoff rates from any subareas and no increase in combined peak runoff volumes from subareas draining to the same downstream conveyance component (i.e. reductions in one subarea can offset increases in another subarea, if they drain to the same downstream conveyance, so long as total peak flows are not in excess of current flow levels). The final drainage plan for the project shall be prepared by a licensed professional engineer; 3) Include drainage components that are designed in compliance with City of Benicia standards. The grading and drainage plans shall be reviewed for compliance with these requirements by the City of Benicia Department of Public Works. Any improvements deemed necessary by the City shall be part of the conditions of approval; and 4) The sponsor shall establish a self-perpetuating drainage system maintenance program (to be managed by a project site business owners association or similar entity), that includes annual inspections of sedimentation basins, drainage ditches, and drainage inlets. Any accumulation of sediment or other debris shall be promptly removed. An annual report documenting the inspection and any remedial action conducted shall be submitted to the City of Benicia Department of Public Works for review. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HYDRO-2</u>: Construction activities and post-construction site uses could result in degradation of water quality in creeks and the Carquinez Strait by reducing the quality of storm water runoff.</p>	<p>S</p>	<p><u>HYDRO-2</u>: The sponsor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and life of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the proposed project. The SWPPP shall include:</p> <p>1) <i>Specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants.</i> These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g. fuels, lubricants, paints, solvents, adhesives) with storm water. The SWPPP shall specify properly designed centralized storage areas that keep these materials out of the rain.</p> <p>To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP.</p> <p>The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and shall include both dry and wet weather inspections. City of Benicia personnel shall conduct regular inspections to ensure compliance with the SWPPP.</p> <p>If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (keeping sediment on the site). End-of-pipe sediment control measures (e.g. basins and traps) shall be used only as secondary measures. If hydro-seeding is selected as the primary soil stabilization method, then hydroseeded areas shall be seeded by September 1 and irrigated to ensure that adequate root development has occurred prior to October 1. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities shall be designed to be accessible and functional both during dry and wet conditions.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HYDRO-2 <i>Continued</i>		<p>2) <i>Measures designed to mitigate post construction-related pollutants.</i> The SWPPP shall include measures designed to mitigate potential water quality degradation of runoff from all portions of the completed development. The specific BMPs that would be required of a project can be found in San Francisco Bay Regional Water Quality Control Board Staff Recommendations for New and Redevelopment Controls for Storm Water Programs. The selection of required BMPs for a specific project is based on the size of the development and the sensitivity of the area. In general, areas near surface waters (i.e. creeks, lakes, or the Bay) are considered sensitive areas by the RWQCB. Passive, low-maintenance BMPs (e.g., grassy swales, porous pavements) are preferred over higher maintenance BMPs (e.g. sedimentation basins, fossil filters). The funding for long-term maintenance needs shall be provided by the project sponsor (the City will not assume maintenance responsibilities for these features). Design of stormwater management features in open space areas shall also incorporate recommendations in Start at the Source: Design Guidance Manual for Stormwater Quality Protection (Bay Area Stormwater Management Agencies Association, 1999). In addition, some of the individual industrial businesses (depending on the type of activity) that operate within the project site may be subject to regulation under the General Industrial Activities Storm Water Permit administered by the RWQCB. These businesses would be required to file a Notice of Intent (NOI) to comply with General Permit, conduct site inspections, collect runoff samples, and file annual reports.</p>	
<p><u>HYDRO-3</u>: Proposed grading at the site would substantially alter surface water drainage patterns, potentially resulting in flooding and/or erosion.</p>	S	<p><u>HYDRO-3</u>: Implement Mitigation Measures HYDRO-1 and HYDRO-2.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
E. HAZARDS AND HAZARDOUS MATERIALS			
<p><u>HAZ-1:</u> Transport, storage, or handling of fuels, lubricants, and other chemicals for heavy machinery operation/maintenance during site development activities could result in hazardous materials releases.</p>	S	<p><u>HAZ-1:</u> The contractor overseeing grading and project site development shall prepare and implement a spill prevention plan for potentially hazardous materials to be used during site development activities. The plan shall be prepared and submitted to the City for review and approval by the Planning and Building Divisions of the Community Development Department and the Engineering Division of the Public Works Department prior to the issuance of a grading permit. The plan shall designate an on-site employee responsible for plan implementation and include types and quantities of hazardous materials, anticipated equipment needs and maintenance, temporary hazardous materials storage areas, emergency response procedures for hazardous materials releases (including the provision for spill kits), and procedures for contacting regulatory agencies in the event of a hazardous materials release. The plan shall specify that all equipment be inspected for leaks immediately prior to construction and regularly inspected thereafter, and shall prohibit equipment cleaning and repair (other than emergency repairs) within the project site. The spill prevention plan may be included as part of a Storm Water Pollution Prevention Plan and implementation of Best Management Practices (see Mitigation Measure HYDRO-2).</p>	LTS
<p><u>HAZ-2:</u> Site workers involved in demolition activities within the project site could be exposed to lead-based paint and asbestos-containing building materials, or other hazardous materials.</p>	S	<p><u>HAZ-2a:</u> The project sponsor shall ensure that a lead-based paint and asbestos survey (including the analysis of suspect materials, as appropriate) is prepared by a qualified environmental professional for all buildings to be demolished. This survey shall be submitted to the City prior to the issuance of any demolition permit. If asbestos-containing materials are determined to be present, the materials shall be abated prior to demolition by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the Bay Area Air Quality Management District (BAAQMD). If lead-based paint is identified, the paint shall be removed by a qualified lead abatement contractor. Specifications developed for the demolition activities shall include the proper packaging, manifesting, and transport of demolition wastes by trained workers to a permitted facility for disposal, in accordance with local, State, and federal requirements.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-2 <i>Continued</i>		<p><u>HAZ-2b:</u> The project sponsor shall ensure that a health and safety plan is prepared and implemented by a qualified environmental professional for all workers involved in building removal or demolition activities. The purpose of the health and safety plan shall be to mitigate potential exposure of workers to asbestos, lead-based paint, or other hazardous building materials, if present. The plan shall specify training and certification requirements, air monitoring requirements, personal protective equipment for workers, engineering controls and work practices, housekeeping procedures, hygiene facilities, medical surveillance requirements, project monitoring/supervision, required permits, and other items for protection of workers involved in demolition activities, and public health protection as required by local, State, and federal requirements. The health and safety plan shall be included in the demolition specifications prepared as part of Mitigation Measure HAZ-2a.</p> <p><u>HAZ-2c:</u> Containers of potentially hazardous materials identified during the site reconnaissance visits shall be removed prior to site development activities. Prior to removal, the containers shall be examined by a qualified environmental professional, and if the containers are found to contain material, samples of the material shall be collected by environmental personnel for purpose of profiling the material prior to transport. Analysis of samples shall be conducted by a California-certified laboratory, under chain-of-custody procedures. Once the contents of the containers have been profiled, the container with its contents shall be removed from the site by an environmental professional and transported to an appropriate facility for recycling or disposal, as appropriate, in accordance with local, State, and federal requirements for hazardous waste management. The project sponsor shall ensure that documentation regarding the removal of any containers of hazardous materials from the project site is reviewed by the City of Benicia Planning and Building Department, prior to issuance of a grading permit.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-2 <i>Continued</i>		<u>HAZ-2d</u> : Other hazardous materials and wastes generated during demolition activities, such as fluorescent light tubes and computer displays, shall be managed and disposed of by the demolition contractor in accordance with the applicable hazardous waste regulations. The demolition specifications (see Mitigation Measure HAZ-2a) shall include provisions for appropriate off-site disposal of these materials in accordance with applicable regulations.	
<u>HAZ-3</u> : Proposed development within the project site would attract additional people to light industrial/commercial areas located near grassland areas, potentially contributing to an increased fire hazard.	S	<p><u>HAZ-3a</u>: The contractor shall prepare and implement a fire prevention and preparedness plan during site development activities. The plan shall be prepared prior to the start of earth working activities at the site and shall be reviewed and approved by the City of Benicia Fire Department prior to issuance of a building permit. The plan shall designate an on-site employee responsible for plan implementation and include potential fire hazards, on-site fire prevention measures during construction (e.g., parking of vehicles away from flammable materials, availability of fire extinguishers, preventing idling of vehicles, use of spark arrestors on heavy equipment), emergency response procedures for fires, including evacuation routes and places of safe refuge, and procedures for contacting emergency responders in the event of a fire. Workers involved in site development activities shall receive training in these procedures at the start of site development activities. The fire prevention and preparedness plan may be prepared as part of other required plans.</p> <p><u>HAZ-3b</u>: The project sponsor shall comply with requirements for maintaining fire breaks, and other fire protection regulations of the Uniform Fire Code.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>HAZ-4</u>: Workers involved in site grading, earthwork or demolition activities could encounter hazardous materials within the project site, including ordnance, explosives, or other chemicals or safety hazards that could cause physical injuries, death, or other adverse health effects.</p>	<p>S</p>	<p><u>HAZ-4a</u>: The project sponsor shall ensure that the entire project site has been fully characterized for the presence of OE and hazardous materials prior to the start of earthwork activities and site development activities (in accordance with General Plan policies 4.7.3 and 4.7.5). The site characterization may be based on previous investigations completed and/or new investigations completed by a qualified environmental professional. Past land uses of the property with potential hazardous materials or OE uses shall be considered in characterizing the site. The site characterization shall occur under the oversight of a regulatory agency (e.g., SCEHS or DTSC), and shall demonstrate that the site will not pose an unacceptable human health or safety risk to construction workers or future site occupants based on the proposed land use (e.g., Cal/EPA California Human Health Screening Levels for hazardous materials for commercial-/industrial uses, or risk-based Benicia Screening Levels for soil). Criteria for determining whether the site poses an unacceptable human health or safety risk shall be approved by the regulatory oversight agency. A report documenting characterization of the site shall be prepared by a qualified environmental professional and submitted to the regulatory oversight agency and City prior to acquiring a site grading permit.</p> <p>Any remediation actions required to achieve the health and safety criteria above shall also be overseen by the selected agency, and shall be completed prior to site development by a qualified environmental professional. Specific remedies would depend on the extent and magnitude of contamination and requirements of the regulatory agency. Requirements of the regulatory oversight agency for site remediation shall also be adhered to, including preparation of a health and safety plan, an assessment of health impacts associated with excavation activities, identification of standards that may be exceeded by any remedial actions (including dust levels), management of wastes removed, and risk of public upset should there be an accident during site remediation activities. Site remediation activities shall be completed and certified by the regulatory oversight agency prior to application for a site grading permit (in accordance with General Plan Policy 4.7.7).</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-4 <i>Continued</i>		<p><u>HAZ-4b:</u> If any known or suspected ordnance or explosives are encountered during earthwork activities on-site, construction in that area shall be immediately halted and all personnel shall vacate the area. The contractor shall then contact the 911 emergency system to report the emergency and request assistance. Ordnance and explosives discovery procedures shall be documented by the contractor prior to the start of earthwork activities, posted in the work area, and discussed with all on-site personnel prior to work on the site. (These procedures may be developed as part of other required plans, see mitigation measures discussed above).</p> <p>The local responding agency (e.g., Benicia Police Department or Fire Department) shall contact the Sacramento District of the Army Corps of Engineers and Department of Toxic Substances Control, as needed, to assist in removal of any identified OE, and to determine if further action is needed prior to the time that site development work resumes in the area. Work shall not resume in the affected area until the area it is deemed safe to do so by the local responding agency, and/or the Sacramento District of the Army Corps of Engineers and Department of Toxic Substances Control.</p> <p><u>HAZ-4c:</u> If contaminated soil is encountered or suspected during site development activities (through soil discoloration or odor), all work shall halt in the immediate area and personnel shall immediately vacate the area and notify Solano County Environmental Health Services (SCEHS). Soil samples shall be collected by a qualified environmental professional (e.g., registered geologist, professional engineer) prior to further work in the area. The samples shall be submitted for laboratory analysis by a State-certified laboratory under chain-of-custody procedures. The analytical methods shall be selected by the environmental professional based on the suspected contamination and consideration of historical land uses of the site and any previous analyses completed for soil samples collected in the areas, if applicable. The analytical results shall be provided to SCEHS and reviewed by a qualified environmental professional. The professional shall</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
HAZ-4 <i>Continued</i>		<p>provide recommendations, as applicable, regarding soil management, worker health and safety training, and regulatory agency notifications, in accordance with local, State, and Federal requirements. Work shall not resume in this area(s) until these recommendations have been implemented under the oversight of SCEHS.</p> <p><u>HAZ-4d</u>: The contractor involved in site grading and site development activities shall ensure that underground pipelines (e.g., the water pipelines associated with the Benicia Water Treatment Plant) or other underground or aboveground utilities within the project site are identified and clearly marked prior to earthworking activities to avoid unexpected contact with these utilities. Emergency procedures that can be implemented in the event utilities are ruptured shall be developed by the contractor; these procedures shall be reviewed and approved by the City Engineering Division of the Public Works Department, prior to implementation. On-site workers shall be trained in how to implement these procedures. (These procedures may be developed as part of other plans required by the mitigation measures discussed above).</p>	
F. BIOLOGICAL RESOURCES			
<u>BIO-1</u> : Mature trees that are protected under the City's Tree Ordinance would be removed as part of the proposed project.	S	<p><u>BIO-1</u>: Prior to site development, a tree report shall be prepared by an arborist or biologist to identify the location, size, and health of trees on the site, and the trees that would be preserved and removed during construction of the project. The report shall also specify measures to protect all preserved trees during construction, including through the creation of Tree Protection Zones. The sponsor shall apply for a Tree Permit for the removal of all protected trees.</p> <p>As part of the Tree Permit, an arborist or biologist shall develop a tree replacement program in accordance with the City's tree ordinance. Two 15 gallon trees are generally required for the replacement of each mature tree that is removed. In some cases, one or two 24-inch box trees, or a mature tree is required for the replacement of one mature tree. Mitigation for the removal of protected red willow trees along the stream channels and wetlands shall be implemented in conjunction with the wetland mitigation measures as described in Mitigation Measure BIO-2a.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>BIO-2</u>: The project would adversely affect wetlands, creek channels, and associated habitat.</p>	<p>S</p>	<p><u>BIO-2a</u>: The project sponsor shall obtain the appropriate federal and State permits authorizing fill of wetlands or waters and shall provide copies of the permits to the City prior to issuance of a grading permit. All work in jurisdictional areas and non-jurisdictional waters of the State shall be in compliance with all terms and conditions of the permits.</p> <p><u>BIO-2b</u>: The project sponsor shall implement the wetland mitigation and monitoring plan prepared by Sycamore Associates as mitigation for impacts to jurisdictional wetlands and waters of the United States, and implement the recommendations and revisions to the original mitigation plan in the subsequent mitigation feasibility report prepared by WRA. The mitigation plan and recommendations of the feasibility report are incorporated into this mitigation measure by reference and together are referred to as the mitigation plans. The plan details the mitigation design, wetland planting design, maintenance and monitoring requirements, reporting requirements, and success criteria. This plan shall be approved by the Corps and the City prior to implementation.</p> <p>As detailed in the mitigation plans, created wetlands shall be monitored for a minimum of 5 years. Annual monitoring of each site shall include: 1) observation of existing and developing problems and recommendations for remedial actions; 2) an assessment of creation of wetland habitats; 3) a formal wetland delineation in year 5; 4) notation of invasive exotic species; 5) measurement of willow survival; and 6) photo-documentation. Monitoring visits shall be made in the winter and spring of each year and quantitative data shall be collected in the spring. Annual reports shall be submitted each fall to the Corps and the City for review. At the end of the 5-year monitoring period, the Corps and the City shall review the reports and determine if the success criteria have been met. If the success criteria have not been achieved at the end of the 5-year monitoring period, remedial measures shall be identified in consultation with the City and USACE. Remedial measures could include grading, planting, seeding, exotic/invasive vegetation control, and/or an extension of the maintenance or monitoring period. Remedial measures shall be implemented by the project sponsor.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-2 <i>Continued</i>		<p><u>BIO-2c:</u> A contractor education program shall be created and initiated by the project restoration specialist prior to the initiation of ground disturbing activities. The purpose of this program shall be to inform the contractors about the mitigation measures being implemented onsite, <u>the biology and life history of special-status species that may be present, and the areas to be preserved and avoided during construction, and the measures being implemented to avoid the impacts to these species during construction.</u> During construction, wetlands to be preserved shall be clearly marked with flagging and or construction fencing. <u>During construction in the vicinity of jurisdictional wetlands and non-wetland waters of the United States,</u> The project restoration specialist shall conduct periodic site visits (once every week or once every two weeks, depending on the level of activity) during the construction period to provide direction and ensure protection of sensitive resources and permit compliance.</p> <p><u>BIO-2d:</u> During project construction, no material shall be allowed to enter or be stored in any wetlands that are to be preserved. Project related dirt and other material shall be kept sufficiently far away from preserved wetlands and drainages to prevent material from entering these features. If earthmoving activities or material stockpiling occurs upslope from a preserved wetland or drainage, silt fencing shall be installed around the preserved feature to prevent soil from entering the wetland or drainage. Silt fencing shall be installed at the least 5 feet from the edges of preserved wetlands and drainages. Silt fencing shall also be installed around preserved features whenever earthmoving activities or material stockpiling occurs within 20 feet of a preserved feature. All equipment washing shall occur downslope from preserved wetlands to prevent the runoff from entering the preserved wetlands. Berms or other barriers shall be constructed outside of preserved wetlands or drainages to prevent wash water runoff from entering the preserved wetlands.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>BIO-2 <i>Continued</i></p>		<p><u>BIO-2e:</u> A conservation easement (or similar restriction) shall be established over the preserved and created wetlands to preserve these wetlands in perpetuity. A designated public The City of Benicia or other public resource agency, conservation group, or open space organization shall hold the easement to ensure retention of the wetland mitigation site (including the mitigation wetlands and the associated uplands) is land in perpetuity as wetland habitat.</p> <p><u>BIO-2f:</u> The project sponsor shall provide financial assurances of a type (i.e., bond, letter of credit) and amount to be determined by the Corps and the City to ensure successful implementation of the mitigation and monitoring plan. The project sponsor shall also provide a long-term funding mechanism for the maintenance of the wetlands in the conservation easements in perpetuity.</p>	
<p><u>BIO-3:</u> Construction of the proposed project could cause indirect impacts to special-status plants.</p>	<p>S</p>	<p><u>BIO-3:</u> Prior to construction of the project, a survey shall be conducted for papoose tarplant, to locate and map any individuals of this species on the site and to estimate the population size. <u>If papoose tarplant is found on the site, then the following standards and procedures shall be implemented.</u></p> <ul style="list-style-type: none"> • If feasible, impacts to these plants shall be avoided completely. <u>If complete avoidance is not possible, the extent of impact will be minimized to the extent possible by the proposed development project.</u> The project sponsor and City, in consultation with a qualified botanist, shall determine the feasibility of implementing avoidance measures and shall develop and implement those measures based on the botanist's recommendations and field assistance. Avoidance measures include redesigning the project footprint, avoiding changes in the hydrology of the plants' habitat, fencing the existing plants with ESA fencing prior to construction and establishing a buffer zone, and training construction personnel to identify this species. Long-term avoidance measures shall also be developed to ensure the long-term stability of the population. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-3 <i>Continued</i>		<ul style="list-style-type: none"> • If impacts to pappose tarplant are unavoidable, the project sponsor shall develop and implement a salvage and recovery plan for individuals prior to initiation of construction activities on the site. The mitigation, which shall be prepared by a qualified botanist experienced in the development and implementation of native plant restoration, mitigation, and management plans, shall include the following: • Salvage and/or recovery requirements, including clearly defined goals focusing on plant establishment (stability, succession, reproduction) and non-native species control measures. • Locations and procedures for restoration/replanting of salvaged plant material including seeds. Onsite relocation in the undeveloped areas of the site shall be considered if suitable habitat for this species is present. • The project sponsor and subject to approval by CDFG shall document the progress/success of the revegetation effort. If the revegetation is not successful, an additional period of correction and monitoring shall be specified. • Specification of a 5-year post-construction maintenance and monitoring program by a qualified restoration team to ensure that the project goals and performance standards are being met. The monitoring program shall include provision for remedial actions to correct deficiencies, as needed. After 5 years, the species relocation shall be considered successful if the number of plants that were removed on the site is successfully established at the mitigation site at a minimum of a 1:1 ratio. Annual reports and a final report prepared by the project sponsor and subject to approval by CDFG shall document the progress/success of the revegetation effort. If the revegetation is not successful, an additional period of correction and monitoring shall be specified. • The project sponsor shall provide and secure a source of funding for this salvage and monitoring operation. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-3 <i>Continued</i>		<ul style="list-style-type: none"> The mitigation shall be considered a success if for the last 3 years of the 5-year monitoring program, the numbers of pappose tarplants has remained above the number of individuals that were adversely affected by the project (1:1 mitigation). The populations should show no sign of decline during this period. In addition, for at least the last 4 of 5 monitoring years, the growth of grass, presence of thatch, and growth of weeds should not hinder tarplant plants. Grazing is a potential management tool to reduce competition from non-native grasses and weeds. If the mitigation is unsuccessful after 5 years <u>because the number of tarplants is less than a 1:1 ratio during the last 3 monitoring years (Years 3, 4 and 5), then monitoring could shall be continued for a 6th year if it is feasible that a 1:1 ratio could be achieved for Years 4, 5, and 6 it is warranted.</u> If the lack of success after 5 years suggests that a 6th year of monitoring is not warranted, off-site mitigation land that supports this species shall be purchased. The purchase of these lands shall be approved by the City or CDFG. 	
<p><u>BIO-4:</u> The proposed project may result in the loss of aquatic and terrestrial habitat for the Pacific pond turtle and California red-legged frog and may result in direct take of these species through injury or mortality.</p>	S	<p><u>BIO-4a:</u> Surveys to assess the presence of Pacific pond turtles shall be conducted in the vicinity of the onsite stream channels. The surveys shall be conducted to identify basking sites and potential nesting areas and shall occur during the spring or summer when the turtles are active and observable. Surveys shall be conducted in the spring or summer prior to the start of construction and the issuance of a building or grading permit. If pond turtles are present, measures shall be implemented to avoid turtles during construction and relocate any turtles found in work areas. A pre-construction survey shall be conducted no more than 48 hours prior to ground disturbing activities within areas inhabited by turtles. Areas inhabited by turtles shall be fenced and avoided during construction activities. If pond turtles are observed within the construction area at any time, a qualified biologist shall move the turtles to a safe location at least 500 feet from the construction zone. Turtle relocations shall be approved by CDFG and carried out by a qualified biologist.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-4 <i>Continued</i>		<p>If California red-legged frogs are observed on the site during the surveys, the project sponsor shall develop and implement a USFWS-approved mitigation plan to compensate for the loss of red-legged frog habitat on the site. The mitigation plan shall provide mitigation at a ratio of 3:1 for all adversely affected habitat (either direct or indirect) and shall provide a buffer of 300 feet around all preserved aquatic habitats onsite. Detailed protection measures shall be included in the plan. The plan shall also identify a secure funding source to provide for the maintenance of mitigation sites in perpetuity. All mitigation sites shall be placed in a conservation easement to preserve the sites as wildlife and plant habitat in perpetuity. The easements shall be held by CDFG, or the City of Benicia. The sponsor shall provide evidence of compliance with the mitigation requirements of the USACE, USFWS, and CDFG prior to issuance of a grading permit.</p> <p><u>BIO-4b</u>: Protocol-level surveys for California red-legged frogs shall be conducted according to the August 2005 protocol in all areas of the site that provide suitable habitat for this species. The results of the surveys shall be provided to the City at the same time that the survey results are provided to the USFWS and CDFG. Surveys for Pacific pond turtles may be conducted at the same time as the surveys for red-legged frogs. If no red-legged frogs are observed during the survey, no additional mitigation beyond the protection and avoidance measures stipulated below and those stipulated in permits issued by the UCACE, USFWS, and CDFG shall be required.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-4 <i>Continued</i>		<p>If California red-legged frogs are observed on the site during the surveys, the project sponsor shall develop and implement a USFWS-approved mitigation plan to compensate for the loss of red-legged frog habitat on the site. The mitigation plan shall provide mitigation at a ratio of 3:1 for all adversely affected habitat (either direct or indirect) and shall provide a buffer of 300 feet around all preserved aquatic habitats onsite. Detailed protection measures shall be included in the plan. The plan shall also identify a secure funding source to provide for the maintenance of mitigation sites in perpetuity. All mitigation sites shall be placed in a conservation easement to preserve the sites as wildlife and plant habitat in perpetuity. The easements shall be held by CDFG, or the City of Benicia. The sponsor shall provide evidence of compliance with the mitigation requirements of the USACE, USFWS, and CDFG prior to issuance of a grading permit.</p> <p><u>BIO-4c:</u> If no California red-legged frogs are observed during the surveys, and the USFWS and CDFG concur with the findings of the surveys, then the sponsor shall comply with protection measures required by the USACE, USFWS or CDFG. At a minimum, the following protection measures shall be implemented.</p> <ul style="list-style-type: none"> • A qualified biologist shall monitor all construction or ground disturbing activities within 300 feet of suitable red-legged frog aquatic habitat. • Immediately prior to ground disturbance or construction activities in areas with aquatic habitats or within 300 feet of aquatic habitats, a qualified biologist shall survey the work area for California red-legged frogs. <p>If red-legged frogs are found within the work area, all work shall cease and the occurrence shall be reported immediately to the City, USFWS and CDFG. Work onsite shall resume only when authorized by the USFWS. <u>If red-legged frogs are found, a</u> report shall be prepared at the end of each construction season detailing the results of the monitoring effort. The report shall be submitted to the City by November 30 of each year.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>BIO-5</u>: The proposed project may result in the loss of nesting habitat for the white-tailed kite, Cooper’s hawk, loggerhead shrike, saltmarsh common yellowthroat, and other breeding birds, and may result in direct take of these species through injury or mortality.</p>	<p>S</p>	<p><u>BIO-5a</u>: A qualified biologist shall conduct raptor and passerine nest surveys prior to tree pruning, tree removal, ground disturbing activities, or construction activities on the site to locate any active nests on or immediately adjacent to the site. Preconstruction surveys shall be conducted no more than 14 days prior to the start of pruning, construction, or ground disturbing activities if the activities occur during the nesting season (February 1 and August 31). <u>Preconstruction surveys for nesting raptors shall be conducted on a minimum of 3 separate days during the 14 days prior to disturbance.</u> Preconstruction surveys shall be repeated at 30-day intervals until construction has been initiated in the area. Locations of active nests shall be described and protective measures implemented. Protective measures shall include establishment of clearly delineated (i.e., orange construction fencing) avoidance areas around each nest site that are a minimum of 300 <u>500</u> feet from the dripline of the nest tree or nest for raptors and 50 feet for passerines. The active nest sites within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify any signs of disturbance. These protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. A report shall be submitted to the City at the end of the construction season documenting the observations made during monitoring.</p> <p><u>BIO-5b</u>: A preconstruction survey shall be conducted no more than 30 days prior to demolition or removal of the abandoned barn. If no owls are observed, then demolition or removal may proceed. If owls are observed during the preconstruction survey, a determination shall be made on whether birds are roosting or nesting. If a single owl is roosting, demolition or removal of the structure can proceed after the owl has been persuaded to move from the roost area. Non-invasive techniques include light shining into the roost space for one or two nights and days. If barn owls (or other owls species) are found to be actively nesting in the barn, any work on or demolition of the structure shall be postponed until one of the following conditions have been met:</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-5 <i>Continued</i>		<p>1) a qualified biologist monitoring the nest determines that the owls have abandoned the nest without any outside interference or</p> <p>2) a qualified biologist monitoring the nest has determined that the young have fledged and are capable of relocating and using another roost site. Under either scenario, the monitor shall ensure that all owls have left the building prior to demolition activities. Once the young have fledged, non-invasive techniques may be used to encourage the owls to leave the barn. The barn owl nesting period is typically between February 15 and July 15. Buildings being used by nesting owls shall be fenced and designated off-limits to prevent entry into the buildings.</p>	
<p><u>BIO-6</u>: The proposed project may result in the loss of western burrowing owl habitat and direct take of this species through injury or mortality.</p>	S	<p><u>BIO-6a</u>: Preconstruction surveys shall be conducted for burrowing owls prior to site preparation, grading and construction. These surveys shall conform to the survey protocol established by the California Burrowing Owl Consortium. Preconstruction surveys shall be conducted no more than 30 days prior to the initiation of construction activities and at 30-day intervals if construction activities have not been initiated in an area. The following measures shall also apply:</p> <p>a) If burrowing owls are found onsite, they shall be avoided to the extent practicable, as determined by the City in consultation with the California Department of Fish and Game. A clearly defined area (i.e., an area demarcated by orange construction fencing) shall be established around each burrowing owl burrow to be avoided. No disturbance shall occur within 50 meters (approx. 160 feet) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-6 <i>Continued</i>		<p>b) If burrowing owls occur at the project site and construction would begin before February or after the end of August, and the burrows cannot be avoided, then passive relocation techniques may be used to relocate owls from the site. These passive relocation techniques would include excavating all potential burrows after excluding owls from the burrow for the required length of time. Passive relocation shall be undertaken according to the current protocol established by the CDFG. Artificial burrows shall be provided on the mitigation site for each occupied burrow destroyed at the project site at a ratio of 2:1 (two artificial burrows created for each occupied burrow destroyed).</p> <p>c) If western burrowing owl occurs at the project site and construction would begin during the breeding season (February through August), then a buffer of a radius of 75 meters (approximately 250 feet) shall be established around any burrows containing owls.</p> <p>d) Removal of burrowing owls at the project site shall conform to the requirements of CDFG’s Staff Report on Burrowing Owl Mitigation. This shall entail establishing 6.5 acres of suitable habitat for each pair of burrowing owls displaced from the project site. These 6.5 acres shall be adjacent to an area already used by burrowing owls. The replacement mitigation site shall be preserved in perpetuity for use as burrowing owl and wildlife habitat. An endowment for management and monitoring the site shall also be established.</p> <p><u>BIO-6b</u>: As an alternative to purchasing land as mitigation for burrowing owls, the sponsor may purchase credits at a CDFG-approved mitigation bank authorized to sell credits for burrowing owl mitigation. The number of credits to be purchased shall be equivalent to purchasing 6.5 acres per pair or single bird observed on the site. The final mitigation requirement shall be determined following the completion of the protocol-level survey. The sponsor shall provide the City with evidence of completion of the mitigation or purchase of mitigation credits prior to the issuance of a grading permit.</p>	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>BIO-7</u>: The proposed project may result in direct take of the American badger through injury or mortality.</p>	<p>S</p>	<p><u>BIO-7</u>: A qualified biologist shall conduct surveys of the grassland habitat onsite to identify any badger burrows. These surveys shall be conducted no sooner than 2 weeks prior to the start of construction. Impacts to active badger dens shall be avoided by establishing exclusion zones around all active badger dens, within which construction related activities shall be prohibited until denning is complete or the den is abandoned. A qualified biologist shall monitor each den once per week in order to track the status and inform the project sponsor of when a den area has been cleared for construction. Surveys for badger dens may be conducted at the same time as burrowing owl surveys.</p>	<p>LTS</p>
<p><u>BIO-8</u>: The proposed project may result in the loss of foraging and roosting habitat for the pallid bat, pale Townsend's big-eared bat, and other special-status bat species, and may result in direct take of these species through injury or mortality.</p>	<p>S</p>	<p><u>BIO-8a</u>: Preconstruction surveys for bat roosts shall be conducted in all buildings or trees that will be removed or modified. The survey shall take place no more than 30 days prior to construction/demolition/removal activities. Preconstruction surveys shall be repeated if demolition or construction activities are delayed more than 30 days.</p> <p><u>BIO-8b</u>: If a bat roost is found in a building or tree cavity, the species of bat using the roost shall be identified and methods to encourage the bats to leave the roost or to prevent them from returning to the roost shall be implemented prior to roost removal. A mitigation plan shall be developed to specify the methods to be used and the timing of the activities, and this mitigation plan shall be submitted to the City for review and approval.</p> <p><u>BIO-8c</u>: Materials from roost sites shall be salvaged, when feasible, to be used in the construction of artificial roosts.</p> <p><u>BIO-8d</u>: If special-status bats (i.e., pallid bat, pale Townsend's big-eared bat) are found onsite, and the roost would be destroyed during development, an artificial roost shall be provided for the bats. The roost shall be constructed and placed onsite prior to removal of the original roost. A mitigation plan specifying the construction details and siting of the structure shall be prepared and approved by the City and CDFG prior to removal of the existing roost. The sponsor shall provide a secure source of funding for the monitoring of the artificial roost for a period of at least 5 years. A report documenting the implementation of the plan shall be provided to the City within 1 month of completion of the artificial roost. The plan shall be completed and implemented prior to the issuance of the grading permit.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
BIO-8 <i>Continued</i>		<u>BIO-8e</u> : Removal of maternity roosts for special-status bats shall be coordinated with CDFG prior to removal. Maternity roosts for any species of bat, either common or special-status, shall not be demolished until the young are able to fly independently of their mothers.	
G. TRANSPORTATION AND CIRCULATION			
<u>TRANS-1</u> : Unacceptable LOS at the intersection of East 2nd Street / Park Road / New Access . The effect of project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.	S	<u>TRANS-1</u> : The project sponsor shall install and pay for the following improvement. Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Reconfigure NB approach to provide one shared through-left lane, and one exclusive right-turn lane. Configure SB approach to provide one shared through-right lane and one exclusive left-turn lane. Reconfigure EB approach to provide one shared through-right lane, and one exclusive left-turn lane. Reconfigure WB approach to provide one exclusive right-turn lane, and one shared through-right lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C and LOS D with delays of 26.4 and 39.5 seconds for the AM and PM peak hours, respectively.	LTS
<u>TRANS-2</u> : Unacceptable LOS at the intersection of East 2nd Street / Industrial Way . The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.	S	<u>TRANS-2</u> : The project sponsor shall install and pay for the following improvement. Reconfigure SB approach to provide one exclusive left-turn lane, one through lane, and two exclusive right-turn lanes. Reconfigure EB approach to provide two exclusive left-turn lanes, one through lane, and one exclusive right-turn lane. Reconfigure WB approach to provide one exclusive left-turn lanes, two through lanes, and one exclusive right-turn lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C and LOS D with delays of 31.6 and 43.5 seconds for the AM and PM peak hour, respectively.	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-3: Unacceptable LOS at the intersection of East 2nd Street / Rose Drive. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	S	<p>TRANS-3: The project sponsor shall install and pay for the following improvement. Reconfigure SB approach to provide two through lanes, and one exclusive right-turn lane. Reconfigure EB approach to provide one exclusive left-turn lane, one shared left-right turn lane, and one exclusive right-turn lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS B and LOS C with a delay of 14.8 and 34.6 seconds for the AM and PM peak hours, respectively.</p>	LTS
<p>TRANS-4: Unacceptable LOS at the intersection of East 2nd Street / 1-780 Westbound Ramps. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	S	<p>TRANS-4: The project sponsor shall install and pay for the following improvement. Reconfigure NB approach to provide one exclusive left-turn lane, one through lane, and one exclusive through-right lane. Reconfigure SB approach to provide one exclusive left-turn lane, one shared through-right lane, and one exclusive right-turn lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C and LOS D with delays of 30.2 and 36.5 seconds for the AM and PM peak hours, respectively.</p>	LTS
<p>TRANS-5: Unacceptable LOS at the intersection of East 2nd Street / 1-780 Eastbound Ramps. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for AM peak hour.</p>	S	<p>TRANS-5: The project sponsor shall install and pay for the following improvement. Reconfigure WB approach to provide one shared left-turn-right lane, and one free two exclusive right-turn lanes. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS CD and LOS BC with a delay of 37.8 and 21.8 for the AM and PM peak hours, respectively.</p>	LTS
<p>TRANS-6: Unacceptable LOS at the intersection of Lake Herman Road / extension of Industrial Way. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for the PM peak hour.</p>	S	<p>TRANS-6: The project sponsor shall install and pay for the following improvement. Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS C with delays of 28.1 seconds for the PM peak hour.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-7</u>: Unacceptable LOS at the intersection of <u>Lake Herman Road / East 2nd Street</u>. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-7</u>: The project sponsor shall install and pay for the following improvement. Widen Lake Herman Road from the intersection of A Street/Lake Herman Road to the intersection of Lake Herman Road/I-680 . Reconfigure the NB approach to provide one shared through-left lane, and two right-turn lanes. Reconfigure the EB approach to provide one exclusive left-turn lane, one through lane, and one through-right lane. Reconfigure the WB approach to provide two exclusive left-turn lanes, one through lane, and one through-right lane. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS B and LOS C with delays of 16.6 and 34.4 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>
<p><u>TRANS-8</u>: Unacceptable LOS at the intersection of <u>Lake Herman Road / I-680 Southbound Ramps</u>. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-8</u>: The project sponsor shall install and pay for the following improvement. Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Reconfigure WB approach to provide one exclusive left-turn lane, and one through lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS B with delays of 11.9 and 13.1 seconds for the AM and PM peak hours, respectively. This improvement shall be included in a comprehensive plan to improve the operation of I-680 between Industrial Way and East 2nd Street.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-9: Unacceptable LOS at the intersection of Lake Herman Road / I-680 Northbound Ramps / Goodyear Road. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p>TRANS-9: The project sponsor shall install and pay for the following improvement. Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Reconfigure NB approach to provide one exclusive left-turn lane, and one shared through-right lane. Reconfigure EB approach to provide one exclusive left-turn lane, one shared through-right lane, and one exclusive right-turn lane. Reconfigure WB approach to provide one exclusive left-turn lane, and one shared through-right lane. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS D and LOS C with delays of 42.2 and 28.4 seconds for the AM and PM peak hours, respectively. This improvement shall be included in a comprehensive plan to improve the operation of I-680 between Industrial Way and East 2nd Street.</p>	<p>LTS</p>
<p>TRANS-10: Unacceptable LOS at the intersection of Park Road / Bayshore Road. The effect of project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p>TRANS-10: The project sponsor shall install and pay for the following improvement. Reconfigure SB approach to provide two exclusive left-turn lanes, and one shared through-right lane. Reconfigure WB approach to provide one shared through-left lane, and two exclusive right-turn lanes. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS B with delays of 12.4 and 14.4 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-11</u>: Unacceptable LOS at the intersection of East 2nd Street / Park Road / New Access. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-11</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Reconfigure NB approach to provide two exclusive left-turn lanes, and one through-right lane. Reconfigure SB approach to provide two exclusive left-turn lanes and one through-right lane. Reconfigure EB approach to provide one shared through-right lane, and one exclusive left-turn lane. Reconfigure WB approach to provide one shared through-left lane, and one exclusive right-turn lane.</p> <p>Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C with delays of 26.4 and 36.2 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>
<p><u>TRANS-12</u>: Unacceptable LOS at the intersection of East 2nd Street / Industrial Way. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-12</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Reconfigure SB approach to provide one exclusive left-turn lane, one through lane, and two exclusive right-turn lanes. Reconfigure EB approach to provide two exclusive left-turn lanes, one through lane, and one exclusive right-turn lane. Reconfigure WB approach to provide one exclusive left-turn lane, two through lanes, and one exclusive right-turn lane.</p> <p>Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C and LOS D with delays of 31.7 and 45.2 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-13</u>: Unacceptable LOS at the intersection of East 2nd Street / Rose Drive. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-13</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits: Reconfigure SB approach to provide two through lanes, and one exclusive right-turn lane. Reconfigure NB approach to provide two exclusive left-turn lanes, and two through lanes. Reconfigure EB approach to provide one exclusive left-turn lane, one shared left-right lane, and one exclusive right-turn lane. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS B and LOS D with delays of 16.6 and 43.1 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>
<p><u>TRANS-14</u>: Unacceptable LOS at the intersection of East 2nd Street / 1-780 Westbound Ramps. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-14</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits: Reconfigure NB approach to provide one exclusive left-turn lane, one through lane, and one exclusive through-right lane. Reconfigure SB approach to provide one exclusive left-turn lane, one shared through-right lane, and one exclusive right-turn lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS D with delays of 40.7 and 35.8 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>
<p><u>TRANS-15</u>: Unacceptable LOS at the intersection of East 2nd Street / 1-780 Eastbound Ramps. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p><u>TRANS-15</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits: Reconfigure WB approach to provide one shared left-turn-right lane, and one free two exclusive right-turn lanes. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS C and LOS B with delays of 52.9 and 29.6 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-16: Unacceptable LOS at the intersection of <u>Lake Herman Road / extension of Industrial Way</u>. The effect of cumulative growth and project traffic would result in the intersection operating at LOS E and LOS F with delays of 38.7 and over 50.0 seconds for the AM and PM peak hours, respectively.</p>	<p>S</p>	<p>TRANS-16: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits: Signalize intersection: this intersection meets Signal Warrant 11, Peak Hour Volumes for both the AM and PM peak hours. Implementation of the identified improvement would result in this intersection operating at an acceptable LOS B and LOS C with delays of 13.8 and 39.3 seconds for the AM and PM peak hours, respectively.</p>	<p>LTS</p>
<p>TRANS-17: Unacceptable LOS at the intersection of <u>Lake Herman Road / East 2nd Street</u>. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p>TRANS-17: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits (although signalization improvements may be eligible for a Transportation Impact Fee credit): The following improvement was recommended for Cumulative Conditions: Signalize intersection as it meets Signal Warrant 11, Peak Hour Volumes for the AM and PM peak hours. In addition, the following improvement is recommended for Cumulative Plus Project Conditions: Widen Lake Herman Road from the intersection of A Street/Lake Herman Road to the intersection of Lake Herman Road/I-680. Reconfigure the NB approach to provide one shared through-left lane, and two right-turn lanes. Reconfigure the EB approach to provide one exclusive left-turn lane, one through lane, and one through-right lane. Reconfigure the WB approach to provide two exclusive left-turn lanes, one through lane, and one through-right lane. Implementation of the identified improvements would result in this intersection operating at an acceptable LOS B and LOS D with delays of 19.3 and 36.4 seconds for the AM and PM peak hours, respectively. This improvement shall be included in a comprehensive plan to improve the operation of the I-680/ Industrial Way/Lake Herman Road interchange complex, consistent with the goals and policies of the City's General Plan.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>TRANS-18: Unacceptable LOS at the intersection of <u>Lake Herman Road / I-680 Southbound Ramps</u>. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p>TRANS-18: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Signalize intersection as it meets Signal Warrant 11, Peak Hour Volumes for the AM and PM peak hours. Widen Lake Herman Road from the intersection of A Street/Lake Herman Road to the intersection of Lake Herman Road/I-680. Reconfigure WB approach to provide one exclusive left-turn lane, and one through lane.</p> <p>Implementation of the identified improvements would result in this intersection operating at an acceptable LOS B and LOS C with delays of 17.2 and 25.9 seconds for the AM and PM peak hours, respectively.</p> <p>This improvement shall be included in a comprehensive plan to improve the operation of the I-680/Industrial Way/Lake Herman Road interchange complex, consistent with the goals and policies of the City's General Plan.</p>	<p>LTS</p>
<p>TRANS-19: Unacceptable LOS at the intersection of <u>Lake Herman Road / I-680 Northbound Ramps / Goodyear Road</u>. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 50.0 seconds for both the AM and PM peak hours.</p>	<p>S</p>	<p>TRANS-19: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Signalize intersection as it meets Signal Warrant 11, Peak Hour Volumes for the AM and PM peak hours. Widen Lake Herman Road from the intersection of A Street/Lake Herman Road to the intersection of Lake Herman Road/I-680. Reconfigure NB approach to provide one exclusive left-turn lane, and one shared through-right lane. Reconfigure EB approach to provide one exclusive left-turn lane, one shared through-right lane, and one exclusive right-turn lane. Reconfigure WB approach to provide one exclusive left-turn lane, and one shared through-right lane.</p> <p>Implementation of the identified improvements would result in this intersection operating at an acceptable LOS D with delays of 52.0 and 35.3 seconds for the AM and PM peak hours, respectively.</p> <p>This improvement shall be included in a comprehensive plan to improve the operation of the I-680/Industrial Way/Lake Herman Road interchange complex, consistent with the goals and policies of the City's General Plan.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-20</u>: Unacceptable LOS at the intersection of Park Road / Industrial Way. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with delays of over 50.0 seconds for the AM and PM peak hours.</p>	S	<p><u>TRANS-20</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Signalize intersection as it meets Signal Warrant 11, Peak Hour Volumes for the AM and PM peak hours.</p> <p>Implementation of the identified improvement would result in this intersection operating at an acceptable LOS B with delays of 13.0 and 12.8 seconds for the AM and PM peak hours, respectively.</p>	LTS
<p><u>TRANS-21</u>: Unacceptable LOS at the intersection of Park Road / Bayshore Road. The effect of cumulative growth and project traffic would result in the intersection operating at LOS F with a delay of over 80.0 seconds for both the AM and PM peak hours.</p>	S	<p><u>TRANS-21</u>: The project sponsor shall install and pay for the following improvement without Transportation Impact Fee credits:</p> <p>Reconfigure SB approach to provide two exclusive left-turn lanes, and one shared through-right lane. Reconfigure WB approach to provide one shared through-left lane, and two exclusive right-turn lanes.</p> <p>Implementation of the identified improvement would result in this intersection operating at an acceptable LOS B and LOS C with delays of 14.4 and 17.3 seconds for the AM and PM peak hours, respectively.</p>	LTS
<p><u>TRANS-22</u>: Unacceptable LOS at the freeway segment of Westbound I-780, West of East 2nd Street. The effect of project traffic would result in the freeway segment operating at LOS F with a volume to capacity ratio of 1.029 for PM peak hour.</p>	S	<p><u>TRANS-22</u>: The project sponsor shall contribute a pro-rata share to the following improvement, which is identified in the Solano County CMP 2005 Capital Improvement Program: I-80 / I-680 / I-780 Corridor mid and long-term improvements.</p> <p>Widen the freeway segment to three lanes, or provide an auxiliary lane for all or portions of I-780 between East 2nd Street and Columbus Parkway, subject to review and approval by Caltrans.</p> <p>Implementation of the identified improvement would result in this freeway segment operating at an acceptable LOS B with volume to capacity ratio of 0.656 in the PM peak hour.</p>	LTS
<p><u>TRANS-23</u>: The project would be inadequately served by transit facilities.</p>	S	<p><u>TRANS-23</u>: The project sponsor shall be responsible for the cost to extend Benicia Transit (Benicia Breeze) to the project site. Current routes which connect Benicia with Pleasant Hill BART Station, Baylink Ferry Terminal, and other destinations in Solano County do not currently serve the project site. These costs shall include all capital costs (i.e., buses, transit shelters, and signage) associated with build-out of the Benicia Business Park.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-24</u>: The project would not include bicycle and pedestrian facilities.</p>	<p>S</p>	<p><u>TRANS-24</u>: The project sponsor shall incorporate the following design elements and services into the proposed development plans to minimize potential pedestrian and bicycle facility impacts. Bicycle facilities would be developed along East 2nd Street and Industrial Way as part of the project.</p> <ul style="list-style-type: none"> • Pedestrian sidewalks connecting all major buildings and parking areas within the project site; • <u>Pedestrian routes between cul-de-sacs and adjacent parcels;</u> • Crosswalks at all areas where there may be potential pedestrian/vehicular conflicts; • Bicycle racks at all building entrances; and • Incentives for individual buildings to contain showers and lockers, and secure indoor bicycle lockers; • Sidewalks along East 2nd Street, A Street, and Industrial Way; • Sidewalks along Lake Herman Road (between A Street and East 2nd Street); and • Class I/II Bikeway along Lake Herman Road (between A Street and I-680) • <u>Class II/III Bikeway along Lake Herman Road (between Industrial Way and A Street);</u> • <u>Class I Bikeway between East 2nd Street and Lake Herman Road in the project site;</u> • <u>Class I Bikeway between Channel Road and East 2nd Street; and</u> • Parking and building leases at the Business Park shall be “unbundled” (i.e., rents for building space and parking lots shall be separate). Businesses at the Business Park that have 50 or more employees and provide employee parking on a free or subsidized basis shall provide financial compensation to those employees who commute by means other than private automobile, in accordance with CA Health and Safety Code 43845. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-25</u>: Temporary transportation impacts would result from truck movements and construction worker vehicles traveling to and from the project site.</p>	<p>S</p>	<p><u>TRANS-25</u>: Prior to the issuance of each building permit, the project sponsor and construction contractor shall meet with the Benicia Public Works Department and other appropriate City of Benicia agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of the project. The project sponsor shall develop a construction management plan for review and approval by the City Public Works Department. The plan shall include at least the following items and requirements:</p> <ul style="list-style-type: none"> • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, provisions for truck queuing, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes. • Identification of any transit stop relocations. • Provisions for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces. • Identification of parking space removal and any relocation of parking for employees, and public parking during construction. • Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur. • Provisions for accommodation of pedestrian flow. • No construction traffic shall be allowed on East 2nd Street south of Industrial Way, and on Lake Herman Road and Reservoir Road. • Location of construction staging areas for materials, equipment, and vehicles. • Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provisions for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsor. • A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>TRANS-26</u>: High volumes of heavily laden trucks have an incremental impact on the condition of streets and highways.</p>	<p>S</p>	<p><u>TRANS-26</u>: The project sponsor shall prepare an overall construction traffic management plan to limit the effects of trucks and other construction traffic on surface conditions of area roads and intersections. This plan shall be prepared in coordination with the City of Benicia, and shall include the following provisions:</p> <ul style="list-style-type: none"> • Prior to implementation of the proposed project, the project sponsor shall survey the condition of truck access route roadways and prepare an existing conditions report to document roadway baseline conditions. • During the construction of the project, or periodically throughout the project's construction period, the project sponsor shall make periodic improvements to area roadways to maintain minimum standards, including clean-up of construction debris (e.g., sand and gravel) and spot repaving of potholes or other pavement section damage. • Upon completion of all or most of project construction activities, the project sponsor shall identify any impacts to roadway conditions. The project sponsor shall install improvements and/or pay an impact fee to mitigate any damage to the existing street pavements on East 2nd Street, Industrial Way, and Lake Herman Road to/from the project site caused by heavy construction traffic accessing the project site, as determined by the City Engineer. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
H. AIR QUALITY			
<p><u>AIR-1</u>: Demolition and construction period activities could generate significant dust, exhaust, and organic emissions.</p>	<p>S</p>	<p><u>AIR-1</u>: Consistent with guidance from the BAAQMD, the following actions shall be required of construction contracts and specifications for the project. The following controls shall be implemented at all construction sites:</p> <ul style="list-style-type: none"> • Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers to control dust; • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard; • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites; • Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality; • Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets; • Apply non-toxic soil stabilizers to inactive construction areas; • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.); • Limit traffic speeds on unpaved roads to 15 mph; • Install sandbags or other erosion control measures to prevent silt runoff to public roadways; • Replant vegetation in disturbed areas as quickly as possible; • Install baserock at entryways for all exiting trucks, and wash off the tires or tracks of all trucks and equipment in designated areas before leaving the site; and • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>AIR-2</u>: Long-term project-related regional emissions would exceed the BAAQMD thresholds of significance for ozone precursors.</p>	S	<p><u>AIR-2</u>: The <i>BAAQMD CEQA Guidelines</i> identifies potential mitigation measures for various types of projects. The following are considered to be feasible and effective in further reducing vehicle trip generation and resulting emissions from the project. The project shall provide as many of the following measures as practicable:</p> <ul style="list-style-type: none"> • Provide transit facilities (e.g., bus bulbs/turnouts, benches, shelters). • Provide bicycle lanes and/or paths, connected to a community-wide network. • Provide sidewalks and/or paths, connected to adjacent land uses, transit stops, and/or community-wide network. • Provide secure and conveniently located bicycle storage. • Implement feasible Trip Demand Management (TDM) measures, including a ride-matching program, coordination with regional ridesharing organizations and provision of transit information. <p>The implementation of an aggressive trip reduction program with the appropriate incentives for non-auto travel can reduce project impacts by approximately 10 to 15 percent. A reduction of this magnitude would not reduce PM₁₀ or ozone precursor emissions to levels below the BAAQMD significance threshold. There is no mitigation available with currently feasible technology to reduce the project's regional air quality impact to a less-than-significant level.</p>	SU
I. NOISE			
<p><u>NOI-1</u>: Construction period activities could create significant short-term noise impacts on adjacent industrial/commercial properties and on buildings that would become occupied within the project site before completion of the entire project.</p>	S	<p><u>NOI-1a</u>: During all project site excavation and on-site grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.</p> <p><u>NOI-1b</u>: The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.</p> <p><u>NOI-1c</u>: The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOI-1 <i>Continued</i>		<u>NOI-1d</u> : The construction contractor shall ensure that all general construction related activities are restricted to the hours of 7:00 a.m. and 10:00 p.m.; with the exception of all excavating, grading, and filling activity, which shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday.	
NOI-2: Implementation of the proposed project would increase traffic noise levels at the project site and surrounding areas.	S	<p><u>NOI-2a</u>: For existing unprotected residential and school land uses along East 2nd Street from I-780 to Rose Drive, one (or more) of the following measures shall be implemented:</p> <ul style="list-style-type: none"> • <u>A sound barrier at least 8 feet high shall be constructed along the property/right-of-way line of sensitive receptors along this roadway segment; or</u> • <u>Rubberized asphalt shall be used to resurface the entire identified roadway segment.</u> <p><u>NOI-2b</u>: For all hotels built at the project site that include outdoor activity areas, one (or more) of the following measures shall be implemented:</p> <ul style="list-style-type: none"> • All hotel outdoor activity areas shall be located so that they are completely sheltered by the hotel building from direct exposure to both Lake Herman Road and East 2nd Street; or • All hotel outdoor activity areas shall be located at a distance greater than 93 feet from the centerline of the outermost travel lane of Lake Herman Road and also at a distance greater than 122 feet from the centerline of the outermost travel lane of East 2nd Street; or • A sound barrier at least 8-feet-high shall be constructed around all outdoor hotel activity areas that are located within 57 feet of the centerline of the outermost travel lane of the East 2nd Street roadway segment; a 6-foot-high sound barrier shall be constructed around all outdoor activity areas located between 57 feet and 122 feet from the centerline of the outermost travel lane of the East 2nd Street roadway segment. 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
NOI-2 <i>Continued</i>		<p><u>NOI-2c: If a sound study confirms that the interior noise level without sound-attenuated ventilation systems would exceed the City's standards, sSound-attenuated ventilation systems, such as air conditioning, shall be installed in all buildings that require good speech intelligibility (as outlined in sub-note 5 of Table IV.I-4) for buildings located as follows:</u></p> <ul style="list-style-type: none"> • Within 199 feet from the centerline of the outermost travel lane of Lake Herman Road; • Within 263 feet from the centerline of the outermost travel lane of East 2nd Street. 	
J. VISUAL RESOURCES			
<u>VIS-1:</u> The proposed project would adversely affect scenic vistas from several public roadways.	S	<u>VIS-1:</u> The sponsor shall develop a detailed landscape plan that includes landscape screening designed to protect views from public roadways, including Lake Herman Road and I-680. The landscape plan shall also address the project's effect on views from the residential neighborhood to the southwest of the project site. Final landscaping plans shall include provisions for street and site tree plantings that would be designed to at least partially screen views of the buildings from off-site viewpoints within 5 years of planting. The final landscaping plan shall be reviewed and approved by City staff.	LTS
<u>VIS-2:</u> The proposed project could adversely affect the visual character of the project site, as observed from public vantage points surrounding the site.	S	<p><u>VIS-2a:</u> Implement Mitigation Measure VIS-1.</p> <p><u>VIS-2b:</u> The final building designs shall include wall articulation and varied rooflines. Prior to the approval of a building permit for an individual building at the project site, the City of Benicia Planning Department shall ensure that building plans include variations in exterior wall depth, varied rooflines, appropriate buildings materials and colors and the use of landscaping to break up continuous walls through the City's Design Review process.</p>	SU
<u>VIS-3:</u> The water tanks would be visible from several public viewpoints and would be out of scale and character with the adjacent open space.	S	<p><u>VIS-3a:</u> Both water tanks shall be set on graded pads set 30 feet into the hillsides so that the tops of the water tanks are not visible from Lake Herman Road.</p> <p><u>VIS-3b:</u> The proposed water tanks shall be painted an earth tone color, such as clay or sienna, that blends into the adjacent landscape. The color shall be subject to approval by City staff prior to the issuance of building permits for the tanks.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
		<p><u>VIS-3c</u>: The water storage tanks shall be screened by <u>native</u> vegetation. Trees shall be planted to obscure at least 50 percent of the water tanks within 10 years of final project build out. A 20-foot buffer between the vegetation and tanks would be required to maintain access to the tanks. The trees shall be properly planted and maintained by the project sponsor or its successor-in-interest.</p>	
<p><u>VIS-4</u>: The proposed project could increase the amount of light and glare in Benicia adversely affecting day or nighttime views of the area.</p>	<p>S</p>	<p><u>VIS-4a</u>: Prior to the approval of the first Development Plan for the site subsequent to the approval of the Master Plan, the project sponsor shall submit for City staff review the proposed lighting fixtures that will be used for security lighting, street lighting, lighting in parking lots and along sidewalks or paths throughout the project site. The fixtures shall be selected to minimize light and glare spillover into areas outside of the project site and shall be to the satisfaction of City staff. The detailed manufacturer's specifications shall be provided for the proposed fixtures. A variety of fixture types may be used, provided that each is approved by City staff. Additionally, the project sponsor shall submit the proposed maximum height of any poles to be used for security, street or parking lot lighting. City staff may require photometric analysis if necessary to properly evaluate the proposed lighting.</p> <p><u>VIS-4b</u>: All exterior lighting fixtures mounted on buildings shall be hooded and downward-directed to minimize spillover light and glare onto adjacent properties.</p> <p><u>VIS-4c</u>: No flood lighting of buildings, landscaping or signs shall be permitted unless expressly approved as part of a Development Plan or Design Review approval in which City staff has made a determination that such lighting can occur without adverse light and glare impacts.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
K. CULTURAL AND PALEONTOLOGICAL RESOURCES			
<p><u>CULT-1</u>: Ground-disturbing project construction could result in adverse impacts to cultural resource BBP-2 in the project area.</p>	S	<p><u>CULT-1a</u>:² Lot plans for the project site shall be designed to avoid impacts to BBP-2. The design shall employ impact avoidance strategies as described in 14 CCR §15126.4(b)(3)(B)(2-3) by either: (1) incorporating BBP-2 and a 25-foot buffer around its known boundary in project area open space, thus providing for its protection from future ground disturbance; or (2) capping BBP-2 and a 25-foot buffer around its known boundary with at least two feet of chemically neutral fill devoid of cultural debris and a layer of geofabric between the fill and the surface of the site and buffer zone area. Prior to placing BBP-2 in open space or capping the deposit, archaeological boundary definition excavation shall be conducted to identify the limits of subsurface deposits and features and assist in establishing protective measures. If option #2 (capping) is selected, the location of BBP-2 and the 25-foot buffer shall be recorded on the tentative map prior to final permit approval, and no ground-disturbing construction shall occur below the depth at which the fill meets the original ground surface.</p> <p><u>CULT-1b</u>: In accordance with the recommendations presented the <i>Benicia Business Park Cultural Resources Assessment</i> (prepared by Ric Windmiller in November 2006), the following actions shall be taken prior to project construction if avoidance or capping as described in Mitigation Measure CULT-1a is not feasible. The applicant shall undertake archaeological excavation to document and analyze BBP-2.</p>	LTS

² Either Mitigation Measure CULT-1a or Mitigation Measure CULT-1b shall be implemented.

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>CULT-1 <i>Continued</i></p>		<p>Should significant subsurface architectural features or archaeological deposits be encountered during the exploratory excavation, the applicant shall document such finds as necessary to recover a representative sample of the data that justify the California Register eligibility of BBP-2. The level of documentation necessary shall be determined in the field depending on the results of the initial exploratory excavation and based on the professional judgment of the archaeologist conducting the work. Documentation may include, but is not limited to: a detailed recording on California Department of Parks and Recreation form 523 Records and/or data recovery excavation. If data recovery excavation is the selected approach, the work shall satisfy the requirements and objectives of a research design prepared for the data recovery pursuant to 14 CCR §15126.4(b)(3)(C). Any mitigation documentation shall be conducted by, or under the direction of, an archaeologist listed in the Register of Professional Archaeologists.</p>	
<p><u>CULT-2</u>: Ground-disturbing project construction could disturb human remains, including those interred outside of formal cemeteries.</p>	<p>S</p>	<p><u>CULT-2</u>: Should human remains be encountered by project activities, construction activities shall be halted and the County Coroner notified immediately. If the human remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of this identification, and a qualified archaeologist shall be contacted to evaluate the situation. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. As part of the archaeological assessment, immediate consultation shall be undertaken with the City. The archaeologist shall recover scientifically-valuable information, as appropriate, and in accordance with the recommendations of the MLD. Upon completion of such analysis and/or recovery, the archaeologist shall prepare a report documenting the methods and results of the investigation. This report shall be submitted to the City, the project applicant, and the NWIC.</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p><u>CULT-3:</u> Ground-disturbing project construction could result in significant impacts to paleontological resources.</p>	<p>S</p>	<p><u>CULT-3:</u> A qualified paleontologist shall monitor initial project ground-disturbing construction below the soil layer (i.e., below the bottom of the soil layer approximately, which is approximately 2.5-3.5 feet below the original ground surface). The paleontologist shall then determine the appropriate level of monitoring needed based on the sensitivity of the area in which construction is occurring. Appropriate levels of monitoring may include continuous monitoring, periodic spot checks, or no further monitoring. Monitoring shall continue in accordance with the recommendations of the paleontologist. The paleontological monitor must be empowered to halt construction activities at the location of a discovery to protect the find while it is being evaluated. If significant fossil resources are recovered, they shall be curated at an appropriate facility (e.g., University of California Museum of Paleontology).</p> <p>Upon completion of paleontological monitoring, a report shall be prepared documenting the methods and results of the monitoring. The report shall be submitted to the project proponent and appropriate City agencies.</p>	<p>LTS</p>
<p><u>CULT-4:</u> Ground-disturbing project construction could result in significant impacts to accidentally discovered cultural and paleontological resources.</p>	<p>S</p>	<p><u>CULT-4a:</u> If deposits of prehistoric or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist contacted to assess the find, record the find on Department of Parks and Recreation (DPR) Form 523 (at the discretion of the archaeologist), and make recommendations for the find's treatment. If feasible, such deposits shall be avoided by project activities. If avoidance is not feasible, the find shall be evaluated for its California Register eligibility. If the deposits are not eligible, avoidance is not necessary and work may continue in the area of the find. If the find is eligible, impacts to the find shall be mitigated. Mitigation may include, but is not limited to, data recovery excavation, artifact curation, report preparation, and information dissemination to the public.</p> <p>Upon completion of the assessment and/or evaluation, the archaeologist shall prepare a report documenting the methods and results of the archaeological assessment/evaluation, and provide recommendations for the treatment of the find. The report should be submitted to the project sponsor, appropriate City agencies, and the Northwest Information Center (NWIC).</p>	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
<p>CULT-4 <i>Continued</i></p>		<p><u>CULT-4b:</u> If paleontological resources are discovered during project activities, all work within 25 feet of the discovery shall be redirected until a paleontological monitor has assessed the situation and made recommendations for their treatment. If feasible, the find shall be avoided by project activities. If avoidance is not feasible, the paleontological find shall be evaluated for its significance. If the find is not significant, avoidance is not necessary and work may continue in the area of the find. If the find is significant, impacts to the find shall be mitigated. Paleontological mitigation may include, but is not limited to, data recovery, fossil curation, and information dissemination to the public.</p> <p>Upon completion of evaluation, as well as mitigation (if necessary), a report shall be prepared documenting the methods and results of the paleontological investigation. The report shall be submitted to the project sponsor and appropriate City agencies.</p>	
<p>L. PUBLIC SERVICES</p>			
<p><u>PUB-1:</u> The project would increase demand for fire protection and emergency medical services, police services, <u>and</u> Public Works maintenance and operation services, and Parks Department services.</p>	<p>S</p>	<p><u>PUB-1a:</u> The project sponsor shall set aside an appropriately-sized and located parcel within the project site to accommodate new public services facilities required to serve the project. The parcel shall be large enough to include the facilities listed below:</p> <ul style="list-style-type: none"> • A new Fire Department sub-station facility, totaling a minimum of 2.5 acres, shall be located along the Industrial Way extension, near the East 2nd Street intersection. The new sub-station shall be constructed and made operational prior to the occupation of Phase 1. A total of 12 full-time firefighters would be required to staff the new sub-station. One fire engine and one brush truck would be required to equip the facility. Due to the life-hazard nature of the commercial components at the first phase of the project, fire and emergency medical services shall be provided at the sub-station prior to occupation of project facilities. Funding for this facility shall be provided by fees imposed on the proposed project. Funding for additional personnel and equipment shall be provided by the City. 	<p>LTS</p>

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
PUB-1 <i>Continued</i>		<ul style="list-style-type: none"> • The new Fire Department sub-station shall include 200 to 400 square feet of office space for use by the Police Department, a multi-purpose room for community meetings, and training grounds. Funding for the additional officers and equipment shall be provided by the City. The Police Department office space shall be constructed and made operational prior to occupancy of Phase 1. • The parcel shall include approximately 7 to 15 acres of land for the development of an auxiliary corporation yard. The corporation yard shall include the types of facilities currently located in the existing corporation yard, as determined to be required by the Public Works Department, and shall be funded via fees imposed on the proposed project. Funding for additional personnel and equipment shall be provided by the City. <p><u>PUB-1b:</u> Development plans for the proposed project shall be subject to the following review:</p> <ul style="list-style-type: none"> • During the development review process, the Fire Department shall be responsible for ensuring that the proposed project and subsequent individual site proposals are in conformance with locally-defined performance standards, including the Uniform Fire Code as adopted by the Benicia Fire Department, and California Building Code standards. • The Fire Department shall review detailed site plans for site access, road widths and turning radii, road grades, surfacing, load bearing capability, sprinkler systems, stand pipes, smoke detectors, and fire alarms, and resistant landscaping in open areas adjacent to buildings within the project site. • The City's Engineering Division and Fire Department shall review the project during the development review process to ensure that adequate water supply is available to meet the minimum fire flow requirements for fire suppression. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
M. UTILITIES AND INFRASTRUCTURE			
<p><u>UTIL-1</u>: Implementation of the proposed project would require the extension of water supply distribution facilities to service proposed uses.</p>	S	<p><u>UTIL-1</u>: Construction of water supply infrastructure shall be subject to the following measures:</p> <ul style="list-style-type: none"> • The main <u>All</u> water storage and pumping facilities <u>as required by the Benicia Public Works Department to provide domestic and fire service</u> serve the proposed project shall be constructed and operational before the first phase of development begins. The main connections shall be sized to serve the whole development and not upsized with each phase. • All on-site water infrastructure improvements required to serve each phase of development shall be constructed in the initial year of development of that phase. • The sponsor shall obtain City approval for each phase of development, including development of individual projects. Development plans for individual projects shall only be approved when a dependable and adequate water supply is available to serve new development. • The two new tanks shown on the project plans are located at different elevations, which would require two separate pressure zones. The City shall require the plans to be modified so that only one new pressure zone is required for the project site. Pressure-reducing valve stations and zone valves shall be required to allow this <u>the</u> new zones to connect to the City's existing Zone 1 system in an emergency. 	LTS
<p><u>UTIL-2</u>: Implementation of the proposed project would result in construction activities with the potential to adversely affect the City's water supply transmission line and reservoir.</p>	S	<p><u>UTIL-2</u>: Construction activities for the proposed project shall be subject to the following measures:</p> <ul style="list-style-type: none"> • Final design of the proposed project shall specify the appropriate depths at which grading and construction activities would be allowed in order to ensure the safety of the City's water supply and distribution system. • Water lines shall be rerouted or redundant lines installed by the sponsor if necessary to avoid impacts to the City's water supply distribution system. • No work shall be performed within 30 feet of the centerline of the City's water line until after improvement plans prepared by a registered engineer are submitted for review and approval by the City and a permit is issued by the City. 	

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
UTIL-2 <i>Continued</i>		<ul style="list-style-type: none"> • Prior to issuance of a City permit, contingency plans shall be submitted for review and approval by the City to address a potential accident during construction resulting in damage to the line. • The sponsor shall require that all construction activities are undertaken with the necessary precautions to avoid impacts to the City's water distribution system. 	LTS
<u>UTIL-3</u> : Implementation of the proposed project would require extension of wastewater collection lines to serve the project.	S	<p><u>UTIL-3</u>: Construction of sewer infrastructure improvements for the proposed project shall be subject to the following measures:</p> <ul style="list-style-type: none"> • All on-site sewer infrastructure improvements required to serve each phase of development shall be constructed in the initial year of development of that phase. • Since the ultimate commercial and industrial users of the proposed project are unknown, the City shall review each building permit application for information regarding flows and loads to ensure that wastewater flows do not exceed capacity, and to allow for the phasing of improvements. 	LTS
<u>UTIL-4</u> : Implementation of the proposed project would exceed the capacity of the existing wastewater collection system during peak wet weather periods.	S	<p><u>UTIL-4</u>: Prior to the issuance of building permits for Phase 1 of the proposed project, the project sponsor shall fully fund and install all the required on-site and off-site wastewater collection improvements to serve the project. Required improvements shall consist of one of the stand-alone alternatives listed in the Benicia Business Park Sewer System Collection Analysis (October 16, 2006) prepared by Brown and Caldwell that solely serves the proposed project. Required improvements include the following:</p> <ul style="list-style-type: none"> • Replace the existing 8-inch west fork of the Industrial Park gravity sewer system with a new 18-inch sewer line. • Replace the existing 8-inch force main with a new 16-inch force main that is cross-connected to the existing force main. • Replace the existing PILS to operate at a new higher pressure to maximize capacity in both pipelines. Upgrade the PILS to meet the design criteria of the two pipelines. • Increase maintenance of eastern fork of gravity sewer to reduce root intrusion and the long-term settlement of debris. • A force main surge analysis shall be performed prior to approval of final project design. Proposed improvements to the force main shall be reviewed and approved by the City prior to installation. 	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
N. URBAN DECAY			
<p><u>DECAY-1</u>: If the land uses tenant mix of the project changes, the project could result in urban decay.</p>	S	<p><u>DECAY-1</u>: The land uses proposed for the Benicia Business Park and analyzed in this EIR include a maximum of 100,000 square feet of retail uses. This limitation on commercial development would preclude the establishment of big box retail uses on the project site without additional evaluation. As identified in the EIR, <u>a substantial increase in the amount of retail uses could increase the potential for urban decay in Benicia or other local commercial centers. Prior to issuance of an occupancy permit for the proposed project, the City shall review the anticipated tenant mix of the Business Park and determine whether the mix has substantially changed from the tenant mix analyzed in this EIR. A substantial change in tenant mix would be a change that increases the potential for urban decay in Downtown Benicia or other local commercial centers, and could include (but would not be limited to) the addition of a big box retail tenant. If the project sponsor proposes to increase the amount of retail uses beyond 100,000 square feet, City determines that the new tenant mix has substantially changed, the project sponsor shall provide the City with an updated the economic analysis prepared for the project, or provide a letter prepared by an economic analyst that discusses changes to the previous analysis. The adequacy of the economic analysis shall be subject to review and approval by the City's Director of Community Development, who may require revisions and additional analysis if he or she deems it appropriate. If the Director finds, based upon the economic analysis, that the additional retail uses</u> If the economic analysis shows that the new tenant mix could contribute to urban decay, the City and project sponsor shall develop a mitigation measure to reduce this impact to a less-than-significant level. Following implementation of this mitigation measure, an occupancy permit could be issued. If the economic analysis shows that the new tenant mix would not result in significant urban decay impacts, the occupancy permit could be issued without further analysis or mitigation.</p>	LTS

Table II-2 *Continued*

Environmental Impacts	Level of Significance Without Mitigation	Mitigation Measures	Level of Significance With Mitigation
DECAY-1 <i>Continued</i>		<p>If no effective and feasible mitigation measures are identified to reduce the potential urban decay impacts to a less-than-significant level, the City shall conduct environmental review for the project changes that would allow for the adoption of a statement of overriding considerations and appropriate findings (e.g., a supplemental or subsequent EIR).</p> <p>A revised economic analysis shall be similarly completed in conjunction with subsequent CEQA review of any changes to the project, if deemed necessary by the City.</p>	

Source: LSA Associates, Inc. 2007.